

McAdoo for 5 Years of Rail Control

Director Announces President Approves Plans He Presents to Congress

Emphasizes Need Of Legislation

Believes Time Asked Will Enable Public to Fairly Test U. S. Regulation

WASHINGTON, Dec. 11.—Extension of the period of government control of railroads for five years, until January 1, 1924, was recommended to Congress to-night by Director General McAdoo.

Advantages of this, Mr. McAdoo said, are that it would take the railroad question out of politics for the present, give time for carrying out an extension programme of improvements and provide opportunity for a fair test of unified control to indicate the permanent solution of the railroad problem.

"The President has given me permission to say that this conclusion accords with his own view of the matter," Mr. McAdoo concluded.

The letter was addressed to Senator Smith, of South Carolina, and Representative Sims, chairman, respectively, of the Senate and House Interstate Commerce committees.

Legislation Is Needed

Mr. McAdoo explained that to continue government operation for twenty-one months after formal declaration of peace under present conditions would mean disruption of morale among employees and officers, and could not enable the government to go ahead with improvements and purchase of equipment.

Another alternative—the prompt return of the railroads to private control, without legislation to permit elimination of the old wasteful competition—would be "hurtful alike to the public interest and to the railroads themselves," he said, and the difficulty of obtaining immediate legislation providing a permanent solution is apparent.

"There is one, and to my mind only one, practicable and wise alternative," Mr. McAdoo continued, "and that is to extend the period of Federal control from the one year and nine months provided by the present law to five years, or until the first day of January, 1924."

Would Bring Reforms

"This extension would take the railroad question out of politics for a reasonable period."

"It would give composure to railroad officers and employees."

"It would admit of the preparation and carrying out of a comprehensive programme of improvements of the railroads and their terminal facilities which would immensely increase the efficiency of the transportation machine."

"It would put back of the railroads the credit of the United States during the five-year period, so that the financing of these improvements could be successfully carried out."

"It would offer the necessary opportunity under proper conditions to test the value of unified control, and the experience thus gained would of itself indicate the permanent solution of the railroad problem."

"The American people have a right to this test. They should not be denied it. It is to their interest that it should be done. In my opinion, it is the only practicable and reasonable method of determining the right solution of this grave economic problem."

Offering No Theories

"I am not now and have not been for the last year interested in proving or disproving the theory of government ownership or any other kind of theory. The railroads have been operated for the last year with the purpose of serving efficiently the paramount needs of the war and at the same time furnishing the best possible service to the public, whether such operation tended to prove or to disprove any theory of railroad control, no matter what it might be."

"I have formed no opinion myself as to what is the best disposition of the railroad problem, because the test has not been sufficient to prove conclusively the right solution of the problem."

"I believe that a five-year test will give the American people the right answer. An ounce of experience is worth a ton of theory."

"There are those who may say that an extension of five years for such a test will mean government ownership. Personally, I do not believe it."

"But whether such a test would indicate that the ultimate solution shall be government ownership or a modified form of private ownership under effective Federal regulation, should not cause us to hesitate or refuse to act."

Difficulties Met

If Congress does not extend the time for government control, said Mr. McAdoo.

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German Taxes Grow; Financial Ruin Near

COPENHAGEN, Dec. 11.—Dr. Schiffer, the German Finance Minister, in a statement says if peace had come this fall, the money required from imperial taxes for the coming year would have reached \$3,500,000,000, and that the taxation by the various states would have totalled \$1,250,000,000. These calculations, however, he says, have been upset by recent events.

"If we continue as we have been going ruin is inevitable," the Finance Minister declared. "A new bill for war taxation will be introduced at once and will be retroactive as far back as 1914."

Hylan Deluged With Protests Against Hearst

Mayor Avoids Comment on Many Refusals to Serve on Welcome Committee

Protests against the selection of William Randolph Hearst to act as head of the committee to greet homecoming soldiers yesterday were aimed at Mayor Hylan from every point of the compass. But as far as could be learned none resulted in action on the part of the city executive.

The Mayor avoided the necessity of discussing the situation by refusing to see newspaper men during the day, and he even avoided meeting them in the hallway of the City Hall by making use of some hitherto unknown exit from his office last evening.

The protests took the form of resolutions, resignations from the committee of which Hearst is the official head, letters of denunciation and telephone calls. But none of the critics of Hearst succeeded in making verbal complaint to the Mayor, because Mr. Hylan kept himself behind closed doors throughout the day. Even his secretary could not be reached by those seeking information about the plans for welcoming home New York's war heroes.

Produce Exchange Protests

The most important of the resolutions, in which the selection of Hearst was denounced as inappropriate and "an insult to our soldiers," was that of members of the New York Produce Exchange. C. W. Mott, of the exchange, said that there was a rush of members to affix their signatures when this resolution was placed before them yesterday morning.

"We, the undersigned members of the New York Produce Exchange, do hereby most earnestly protest against the appointment of Mr. William Randolph Hearst on the committee to receive our returning troops. Such an appointment, in our opinion, is most inappropriate in view of Mr. Hearst's attitude as expressed in the public press of the country regarding the war, which has just been won by the Allies and ourselves. Men who have gone through the conflict and made such sacrifices are entitled to better consideration in their welcome home."

The resolutions were signed by E. T. Burrows, William Kemp, Edward G. Burgess, Alfred Roemer, all former vice-presidents of the exchange, and more than 200 of the members of that body. It was said that other members would be given an opportunity to sign the resolutions this morning. The former vice-presidents who signed the document said that they were certain that the resolutions represented the unanimous sentiment of the exchange.

"Our attitude against Hearst is not a new one," said Mr. Mott. "The New York American" was excluded from our reading files more than three years ago."

A hint of the attitude of the returning soldiers themselves, was obtained during the day, when the United States transport Kroonland sailed up the harbor with its cargo of homecoming fighters. Two great bundles of Hearst papers that were sent aboard the ship were buried into the water, and the search for representatives of Hearst among the newspapermen indicated that they would not have fared well had they been found.

Every reporter who boarded the ship to interview the soldiers was asked to show credentials to prove he was not a representative of Hearst. The Hearst men who were seen going toward the ship were not seen on board. A medical officer on the Kroonland who was talking to a reporter noticed that the interviewer carried a newspaper in his pocket.

"Is that a Hearst paper?" the officer demanded.

"No," was the prompt response.

"Hearst papers are barred from this ship," was the slightly less brusque explanation.

Among those who refused to serve on the mayor's reception committee to homecoming soldiers because of the naming of Hearst as its head were Major George Haven Putnam, president of the American Rights League; Mrs. William Jay, who was active in the campaign to prevent German aliens from continuing business in New York during the war, and Mrs. Arthur Iselin. Whether others had refused to sit at the committee table with Hearst could not be learned because of the refusal of the mayor to discuss anything relating to the affair during the day.

In his letter to Mayor Hylan Major Putnam said:

"I am appreciative of the compliment of my appointment as a member of the committee that you are organizing to greet our returning boys; but I regret that I am not prepared to accept the appointment. I am unwilling to be associated in any committee with Mr. William R. Hearst, whom I hold to be an undesirable citizen. A man who did what he could to prevent America doing its part in the world's war and who objected to sending our boys across the Atlantic, ought not to be permitted to have a part in extending a welcome to those boys on their return after the

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Hylan Issues Warrants for B. R. T. Heads

Manslaughter Is Charged to President Williams and Four Subordinates

Motorman To Be Held

Mayor Tells Prosecutor to Fix Responsibility of Public Service Board

Hylan Deluged With Protests Against Hearst

In concluding the "John Doe" investigation of the Brighton Beach elevated train wreck in the Malbone Street tunnel on November 1, that cost ninety-seven lives, Mayor Hylan yesterday issued warrants, charging manslaughter for five officials of the Brooklyn Rapid Transit Company. At the same time the Mayor ordered the motorman of the wrecked train held on a similar charge and recommended that District Attorney Lewis conduct an investigation to ascertain whether the members of the Public Service Commission, "because of apparent and wilful neglect," were guilty of manslaughter in the second degree.

Bench warrants were issued for these men:

Timothy S. Williams, president of the B. R. T. and of several subsidiary corporations, known in Brooklyn as the "traction dictator."

John J. Dempsey, vice-president of the B. R. T. and operating head of the various transportation lines of the company.

John H. Hallock, president of the New York Consolidated Railroad Company, a B. R. T. subsidiary operating the Brighton Beach line. Hallock admitted during the hearing that he was virtually a "dummy" president, owning no stocks and was not on the payroll.

W. S. Mendon, secretary to President Williams and chief engineer of the B. R. T. lines.

Thomas F. Blewitt, superintendent of the southern division of the B. R. T. who, according to testimony at the hearing, gave orders permitting Luciano, an inexperienced man, to operate a train during the strike of motormen on November 1.

The motorman, Edward Luciano, was ordered held in \$5,000 bail, and bail for the others—none of whom was in court—was fixed at \$10,000 each. All were ordered, through counsel, to appear with their bondsmen at 2 o'clock this afternoon for arraignment in the Adams Street magistrate's court. In this way the traction officials escaped the humiliation of being placed under actual arrest and being taken to jail.

Woman Interrupts Hearing

Mayor Hylan had just finished reading that part of his opinion dealing with the Public Service Commission when a fashionably dressed woman who had been sitting with the wife of the motorman, Luciano, rose to her feet

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Rupprecht Plotting Return, Paris Hears

PARIS, Dec. 11.—A dispatch to the "Temps" from its Geneva correspondent says a German newspaper in Switzerland announces Crown Prince Rupprecht of Bavaria, accompanied by high personages of the former Bavarian kingdom, is now at Cerre, in the canton of Grisons.

The newspaper, the correspondent adds, says Rupprecht is preparing to attempt the restoration of the House of Wittelsbach, the ruling house of Bavaria.

First U. S. Men In France First To Cross Rhine

Parker's Division to Occupy Bridgehead Area Dec. 13 at the Hour It Landed

By Wilbur Forrest

COBLENZ, Germany (By motorcycle courier to Nancy, France, Dec. 10).—The honor of crossing the Rhine at Coblenz after a march through the city will belong to the American division which first set foot on French soil at St. Nazaire in June, 1917.

The crossing will be made, according to present plans, without other formality than bands and American flags flying on December 13, just sixteen months and thirteen days after the appearance of the big gray troop ships in St. Nazaire harbor and the disembarkation of the first belligerent body of American troops ever to appear on European soil.

This was our 1st Division, which, with possibly the exception of the 2d Division, half of which is marines, has seen more hard fighting in this war than any other body of men. It came to France under the command of General Sibert, and crosses the Rhine commanded by Brigadier General Frank Parker, who before our entry into the war was our military attaché at French headquarters.

First to Cross Moselle

It was 10 o'clock in the morning when the first members of the 1st Division set foot on the St. Nazaire docks, and, according to present calculations, it will be that same hour when the first feet touch the two big bridges spanning the Rhine, planned to carry them into the American bridgehead area, thirty kilometres in depth, on the opposite side.

This division also was the first to cross the Moselle into German territory from the Duchy of Luxemburg on December 1. Its chief pride throughout the war has been that no other American division fighting in liaison on right or left ever reached its objectives ahead of the 16th, 26th, 18th

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8,000 Troops Get Welcome From New York

Kroonland and Other Boats Bring Cargo of Heroes to Awaiting Friends at Dock

Heroism Tales Are Many

Boys Cheer First Sight of City as Vessels Are Warped Into Docks

Eight thousand soldiers and sailors, many of them broken in body, but all whole of spirit, and, if noise is any criterion, sound of lung, came back from "over there" yesterday on the transports Tenadores, Ascanius and Calamare, the liner Adriatic and the hospital ship Mercy.

Except for the 396 badly wounded, who lay in the wards of the hospital ship, too weak after their seventeen days of stormy passage to raise voices in greeting, Liberty's returning sons hailed the city that stood shrouded in mist behind her statue even more uproariously than the city welcomed them.

Cheers Defy Mists

The cheers of the 1,427 men and forty-seven officers who returned from aviation camps near Liverpool on the Ascanius were the first to tear through the gray drizzle which hung over the bay all yesterday. Following the Ascanius, came the Calamare, with 1,400 sailors from the naval bases in France and fifty aviation officers.

Then followed the Tenadores, with 332 men, most of them convalescents, among whom were five men of the 165th Infantry and a few of the 77th Division. Late in the afternoon the Adriatic crept up the harbor, the first British vessel to arrive since the end of war in the paint of peace. She carried 2,288 troops.

Taken to Hospitals

The Kroonland, which arrived on Tuesday, disembarked her troops yesterday. These numbered 1,212, of whom 704 were wounded. In the evening the latter Mercy dropped anchor in the lower bay. She had made not only her wounded, but also the nurses and physicians frightfully seaship.

All of the wounded were taken to military hospitals here. The others were sent to Camp Mills or Camp Merritt, where they will be mustered out.

Kroonland Brings Back 1,906 Boys From Battle Front

The crowd on the pier waved flags and cheered as the American transport Kroonland, with 1,212 soldiers, 704 of them wounded, steamed slowly up to Pier 4, at Hoboken, yesterday. The

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Lloyd George Puts Allied Bill Against Berlin at 120 Billions; Wilson to Tell Aims to Troops

Europe Expects Address at Front to Clarify the Vital Peace Demands

President to Make Tour of War Zone

Fleet Changes Its Course, and Will Reach Brest Ahead of Its Schedule

PARIS, Dec. 11 (By The Associated Press).—The address which President Wilson will make to the American troops, probably as soon after his arrival in France as possible, is expected to be one of the most important delivered during his stay in Europe, and is being looked forward to by Europeans, who hope to gain from this a more definite idea of the President's exact position regarding numerous vital points. It is believed the President undoubtedly will make this speech at the American front, but at what place has not yet been determined.

The President, it is announced, will visit devastated districts in France, and, although present plans are tentative, all depending upon his personal wishes, the trip may take him into former German territory. Visits to Metz and Strasbourg are extremely probable.

Wilson to Lunch With Poincaré

President Wilson will lunch with the President of France on Saturday, soon after his arrival. The plans for Sunday have not yet been made known. On Monday the President will hold a reception in the Paris City Hall, to which a host of officials have been invited.

The Associated Press is in a position to state definitely that President Wilson will visit Italy, but no date has been fixed. A hundred invitations or more for the President are being received daily. Naturally these are being held pending the coming of France's distinguished guest. It is considered hardly likely that the President will attend a large number of functions in Paris, as he unquestionably will need all the time possible to attend to the urgent business which brings him to Europe.

Paris Labor Cooperates

The General Labor Federation has sent out the following notice to its adherents:

"In view of the coming of President Wilson and to answer underhanded intrigues directed against him and his conception of a people's peace, the federal committee, organizing the labor manifestation on the day of his arrival, wishes to associate itself with provincial labor organizations. It asks them to organize meetings at which resolutions may be adopted to be forwarded to President Wilson through the American Embassy. This double manifestation on the part of the workers of Paris and the provinces will give President Wilson needed help to bring about a triumph for his conception of a people's peace."

At a special meeting of the Council of the Department of Haute Loire, it has been decided to invite President Wilson to visit the birthplace of Marquis de Lafayette at Chavaniac. To pay the expenses of the reception 100,000 francs has been appropriated. President Poincaré and Premier Clemenceau will be invited to accompany Mr. Wilson.

In Brest at 10 a. m. Friday

BREST, Dec. 11 (By The Associated Press).—The United States ship George Washington, with President Wilson and party aboard, changed its course after leaving the Azores and will arrive in Brest in advance of the time announced, according to a naval wireless dispatch received to-day. He will depart for Paris at 4 o'clock in the afternoon.

The President now is expected to reach Brest at 10 o'clock Friday morning instead of at 3 o'clock in the afternoon.

A heavy "southwester" blew up during the night, stirring big seas off the coast and tearing into ribbons the decorations which had been placed in the city.

Reception Pavilion Erected

The authorities are erecting a pavilion on Quay No. 3, where President Wilson first will set foot in France. The interior, which will be decorated with flags and flowers, will contain a platform where the French ministers will extend their first greetings to the President.

A wireless message from the George Washington to-day asked that the American journalists who were on the United States ship Orizaba, which left New York in advance of the George Washington, remain on board that vessel until after the landing of the President. However, the Orizaba reached Brest yesterday and the entire party of newspapermen landed and went to Paris last night.

If you have money, buy more LIBERTY BONDS—From us. If you need money, we will buy LIBERTY BONDS—from you. John Muir & Co., 61 B'way—Adv.

"Alsace Free, Now I Am Happy," Says Clemenceau

PARIS, Dec. 11.—Returning from redeemed Alsace-Lorraine to-day, Premier Clemenceau delivered a remarkable speech.

"For me in this life, which at times has seemed miserably long," said M. Clemenceau, "it has been permitted that I should travel over the stage of crime which has been committed between Bordeaux and Strasbourg. What has been accomplished surpasses anything history has ever registered before."

"The redemption of Alsace-Lorraine has been the goal of my life. A young girl to whom I spoke in Strasbourg said to me: 'We may now smile, M. Clemenceau. We have wept long enough.' 'I am speechless. Silence alone could cope with such a situation. Many times have I felt life not worth living, but since young girls from Alsace-Lorraine, in the exuberance of their joy, kissed me, saying 'Savior,' my journey of life is finished.'"

Dutch Hold Wilhelm Can't Be Extradited

Premier Says Any Demand for Return to Germany Must Stand Test of Law

THE HAGUE, Dec. 11.—The former German Emperor is entitled to the right of sanctuary in Holland, and therefore his return to Germany cannot be demanded, according to a statement made to-day by Jonkheer Beerenbruck, the Premier, in the lower chamber of Parliament during a debate on the visit of the former Emperor to Holland.

Couldn't Intern Him

The Premier said the government would have preferred that the former Emperor had not chosen Holland as a refuge, but that he came as a private individual after renouncing his throne, without direct or indirect notification of his intended arrival.

After renunciation of his throne, Jonkheer Beerenbruck continued, there could not be a question of internment, nor could the former Emperor's return to Germany be demanded in view of the immemorial tradition of right of sanctuary.

The Netherlands government could adopt no line of conduct but that of granting "the right of sanctuary" and accepting it as a fact accomplished.

Stay Only Temporary

The government, the Premier continued, must repudiate every effort to see in this step an unequal attitude. Nevertheless, he said, the once Emperor's stay in Holland was only regarded as temporary. Up to the present no power had protested against his visit, but any eventual demand for extradition must pass the test of law and of treaty. The government, the Premier concluded, would not allow the former Emperor to exercise any influence in another country.

Christmas Turkey To Be Cheaper and Plentiful

With good weather and few governmental restrictions on the shipment of turkey, the birds will be from 8 to 10 cents a pound cheaper for Christmas Day than they were for Thanksgiving. P. Q. Foy, the food market expert, made this appetizing statement yesterday.

In addition to the decrease in price, Mr. Foy gives out encouraging data on the increase in the tasteful quality of the birds. Reports from the turkey-raising communities say that they are in the pink of condition. About nine states will ship turkeys in carload lots to the local market, while Maryland, Pennsylvania, Delaware and New York State will ship smaller lots by express.

The market price should range from 42 to 45 cents a pound for small Maryland turkeys, Mr. Foy said, while the larger ones should hit a minimum of 35 to 38 cents a pound. In addition there will be an abundance of other poultry, including ducks, chickens and geese.

New York-Chicago Aero Mail Route Open Dec. 18

WASHINGTON, Dec. 11.—Aerial mail service between New York, Cleveland and Chicago will be inaugurated December 18. Postmaster General Burleson announced to-day.

Mail destined for the West will be dispatched from the New York City postoffice at 4 a. m. to the landing field at Elizabeth, N. J., from which the Chicago plane will leave at 6 a. m. daily. Eastbound mail also will leave Chicago at 8 a. m.

De Havilland and Curtis R-4 planes capable of making 135 miles an hour, will be used, Burleson said, in an effort to maintain a nine-hour schedule between New York and Chicago.

Beaten Nation "Should Pay to Utmost of Her Ability," Says Premier

Britain to Refuse To Give Up Navy

End of Conscription in All Continental Nations Urged in Bristol Speech

BRISTOL, England, Dec. 11 (By The Associated Press).—The war bill of the Allies against Germany is \$120,000,000,000, the British Prime Minister David Lloyd George, told a large gathering here to-day.

Before the war the estimated wealth of Germany, said the Premier, was between 275,000,000,000 and \$100,000,000,000. So, if the whole wealth of Germany were taken there would not be enough to pay the account. Therefore he had used the words: "Germany should pay to the utmost limit of her capacity."

When Lloyd George was addressing an overflow meeting he said Great Britain would be guilty of a great folly if she gave up her navy.

A voice interrupted: "Then watch Wilson."

The Premier replied: "Well, I hope to meet him in a fortnight. I will tell him what you say."

"Wherever the request comes from, we are not going to give up the protection of the navy so far as Great Britain is concerned."

Navy Defensive Weapon

"Our navy is a defensive weapon and not an offensive one," the Premier said in his main speech, "and that is why we do not mean to give it up."

The Premier said the English military service (conscription) act was passed in order to meet a great emergency. When that emergency was passed, the act would lapse. He added there was no intention to renew it. Whether Great Britain would require conscription in the future in any shape or form, Mr. Lloyd George said, depended not upon the opinion which he now expressed, but upon the peace terms which were made. Continuing, the Prime Minister said:

"What drove us to conscription was the existence of conscript armies on the Continent that inevitably rushed the world into war. They could not have great military machines there without tempting the men at the head of them to try their luck with those machines."

Would End Conscription

"The Germans always felt there was nothing to resist their perfect military machine. If you want a permanent peace, if you want to prevent the horrors of this war being repeated, you must put an end to conscript armies on the Continent of Europe."

"The first thing to do is to prevent the repetition of blunders of the past by making it impossible to have those great conscript armies in the future."

"We did not have the machinery for an offensive war. Our navy is a defensive weapon and not an offensive one, and that is why we do not mean to give it up. We have kept these islands free from invasion for centuries, and we mean to take no risk in the future."

Germany Must Pay Bill

Mr. Lloyd George declared that the decision which would be taken in the next few months in the peace conference was going to leave a mark upon the world. The ages to come, he said, would be able to reap the fruits of it.

The Premier next dealt with the question of indemnity. He declared the war had cost Germany less than it had cost Great Britain. It had cost Great Britain, he declared, \$40,000,000,000. The German bill, he believed, was \$30,000,000,000 or \$35,000,000,000. He contended it was indefensible that the person who was in the wrong and had lost should pay less than the person who was declared to be in the right and had won.

Indemnity Plan Perfected

The Premier said a British imperial commission had been appointed to investigate the capacity of Germany (to pay) and that he had received its report. He summarized his remarks on this point as follows:

"First—As far as justice is concerned, we have an absolute right to demand the whole cost of the war from Germany."

"Second—We propose to demand the whole cost of the war from Germany."

"Third—When you come to the exacting of it we must exact in such a way that it does not do more harm to the country that receives it than the country that is paying it."

"Fourth—The committee appointed

